

'Til all the earth your triumph sings and skies are filled with swift "Black Wings"

from "Black Wings"
by Vernon F.S. Brunson



Bessie Coleman was the first African American to earn an international pilot's license and the first black woman to fly an airplane. She was born on January 26, 1892, in Atlanta, Texas, a little town of 1,000 people less than ten miles west of where the borders of Texas, Arkansas and Louisiana meet. She was clever, intelligent, and beautiful and displayed a

sense of self-confidence that would be needed for the life she was destined to live. As a child, she had always wanted to "amount to something" and at the age of 23, she left for Chicago to fulfill that dream.

Bessie lived with her older brother and thrived in Chicago. She worked as a manicurist in an eight block section called "The Stroll," a Harlem of the Midwest. Bessie knew every inch of this territory and explored it all. She went to the dozens of nightclubs along the Stroll and saw the great black performers of the day, including Louis Armstrong, Bessie Smith, and Ethel Waters. This independent, strong-willed woman finally found her calling one day in the fall of 1919. Her somewhat inebriated brother began a teasing discourse about the superiority of French women. He told her that they had careers and even flew airplanes. Bessie decided then and there that she too would fly.

Unfortunately, Coleman couldn't find a white pilot willing to teach her to fly and there were no black instructors at the time. She would have to travel to France. On June 15, 1921, after seven months of instruction, Coleman received her license from the renowned Federation Aeronautique Internationale (FAI). She returned to the United States, a celebrity. Bessie's pride in her race was deep and genuine. She refused to "pass as white," refused to perform any place where African Americans were not admitted, and even walked out on a movie deal when she discovered

that her role would be demeaning to African Americans. She wanted to start a flying school for African Americans and spent the rest of her life pursuing this goal.

For the next five years, Coleman performed at air shows and encouraged African Americans to fly. Queen Bess (as she was known) said, "The air is the only place to be free from prejudices." On April 30, 1926, Coleman was preparing for an air show in Jacksonville, FL. William Wills, a young mechanic, was at the controls. A wrench slid into the control gears and jammed them. The aircraft went into a tailspin, then flipped upside-down. Coleman was pitched out of the plane and fell to her death. Wills, unable to regain control, died when the plane crashed a few seconds later.

An estimated 10,000 people filed past Coleman's coffin when she was brought home to Chicago. Fifteen hundred mourners filled the church and over 3,500 people stood outside. The little girl from Texas, determined to "amount to something," had succeeded. In 1934 Lt. William Powell wrote, "Because of Bessie Coleman, we have overcome that which was much worse than racial barriers. We have overcome the barriers within ourselves and dared to dream."

--Adapted from the book "Queen Bess" by Doris Rich.
Available from Smithsonian Institution Press.

For information on Bessie Coleman and other women aviators, see *Women In Aviation and Space History*.





THE CHAPLAIN'S CORNER

FROM GROUP ONE...

***Dr. Nicholas O. Akinkuoye,
Chaplain (Major)***

It is indeed my profound pleasure to wish all of you Excellent Health, Longevity, Prosperity and all the other good stuffs that you dream about or desire throughout the New Year-2003

With a little retrospection, all of us may wonder and ask the question, "Where did the year 2002 go?" It disappeared very fast, at least, so it seems to me!

In my role as Group One Chaplain, let me take this opportunity to thank God for each of you for the great job that all of you have done throughout 2002 and will continue to carryout in the Civil Air Patrol and in support of the United States Air Force of which we are a part. I am particularly grateful that Providence allowed me the opportunity to meet our Group One Commander as we attended the National Staff College together in Alabama in 2002. What followed that acquaintance was my joining the NE Region, PA Wing and indeed Group One.

I am delighted to be affiliated with Group One and I am grateful to Commander Robert Smith and to all of you for the warm welcome that has been accorded me since my arrival and affiliation with Group One. I am tenaciously looking forward to working with each of you and in joining in your efforts to serve Group One and the CAP/USAF in my role as Chaplain.

The year 2003 seems as though it would be a year filled with many challenges as it is evident from the many conflicts around the Globe that demand the attention of our Armed Forces. Our prayers are with all the members of our Armed Forces as they serve away from Home and from their families. We need to continue to pray for their safety as well as their excellent performances in spite of the tremendous pressure they may be under. May they have successes and maximum victory in all their endeavors. Amen

As part of my plans for the year 2003, I plan to visit each squadron at least once this year. I equally plan to engage in an active recruitment of Chaplains and Moral Leadership Officers (MLO), so that there would be no Squadron in Group One without either a Chaplain or an MLO. To this end, let me through this medium, take the opportunity to make a special request of all the Squadron Commanders in Group One. Please, email or

send to me by fax the following information that I would need to help me to carry out my job and to be of help to your Squadron. I need the following information from you:

- Name of your Squadron, Its Commander and Deputy
- Dates including times that you meet with your Squadron, this would aid me in establishing a date to visit.
- Your Address, Telephone Number and email address if any.
- The name of your Squadron Chaplain and or MLOs, their telephone number and or email address, if you have one, if not, please, so indicate.

I plan to strive to communicate with all of you in one form or another and from time to time throughout 2003. Please feel free to call or write to me about matters that require the Chaplain's attention. All matters are handled and treated with utmost confidentiality. For your convenience, my correspondence address and contact information is as follows:

Dr. Nicholas O. Akinkuoye, Chaplain (Major)
P. O. Box 10934
Pittsburgh, PA 15236
Phone: 412-469-1667
Home; Work 412-469-4515
Fax 412-469-4330
email: nakinkuoye@ccac.edu

Please, do not hesitate to involve me in your communications and planned activities. I am a very busy person, however I am an active participant. I am at your service!

Again, I say to each of you and your families-Happy New Year. May God Bless and keep you and May God Bless America.

CADETS..... Interested in applying to the Air Force Academy?

This web site link will help you determine who your liaison officer is....

<http://homepage.mac.com/c2huff/alohome/>

Information provided by John Foreman,
Lt.Col, USAFR (RET)
Liaison officer, Western Pa

-Editorial -

MY ONLY HOPE

BY JASMINE CHOINSKI

I was stuck in the chasm –
The chasm of despair
Locked into a black spasm
Give wings to a prayer
Like a message in a bottle
My only hope
In extremity, you do throttle.

Then a rope
Like a light was thrown –
I began to climb, wondering who he –
My knight in shining armor was?
I looked in his face, and behold, I saw me.

Believe in yourself -- One of the most difficult challenges that we each face at one time or another.

No matter how self-confident we may say we are, at some point in time, we fall prey to self-doubt. We see life around us as a chasm of despair a dark tunnel with no end in sight. Every word uttered around us seems to be an attack directed at us. Our insecurities abound and we are embraced by fears that we cannot even identify. The challenges before us seem too great to accomplish so we sink into that safe belief, "why even try". These feelings create a festering anger, which is ultimately unleashed at those around us. It causes an inner pain and we begin to blame others for our own failures, we embellish stories to impress, and ultimately, the stories become so entwined that the truths get lost somewhere in the fear of failure. However, in reality, these are only our own insecurities causing these behaviors.

As women, we grow up in a "Barbi-built-world", where life is perfect, all endings are happy, and dreams really do come true. We believe that one day our "knight in shining armor" will race into the scene and rescue us from the evil dark lord -- we will ride off into the sunset and live happily ever after. While men, are the GI Joe's in life's game who are taught they have to be that knight, the warrior and protector, the one who must handle whatever life throws his way.

The greatest lesson we can ever learn is in shedding that shroud of illusion. Coming to a realization, we are in control of our own destinies and we do not have to live up to anyone's expectations except our own. We must learn to accept failure as a lesson and realize that in trying, we succeeded, that the only true failure, is in not having tried. Then, we can finally see that 'we' are our own greatest warrior and knight in shining armor.



No one will argue that it boosts our self-esteem when there is someone close to us that will believe in us. Moreover, no one will argue that as beneficial as one person can be, another can tear down that esteem with only a few carefully chosen words and/or actions. Many of these cases quickly become (as psychoanalytically stated) "enabling" a state where the individual feels obligated to "take care" of the oppressor and (falsely feel) that they must keep the situation happy and tranquil.

The first step is to be able to identify when these situations are taking place and then accept the responsibility to change them. The hardest step is to regain that belief in yourself without having to depend on someone else to provide it.

Each one of us has special qualities and individual abilities unique to that person. Find those special qualities and work on enhancing them - allow them to grow and flourish. Find the beauty within you and allow it to surface -- because that inner beauty is what makes each of us who we are. It is not the physical beauty, because physical beauty is fleeting and ever changing, while inner beauty remains constant - we only have to find it.

There is no magic book or secret tool to true happiness, its attainment is within each of us -- we just have to know where to look.

The Marvelous Mutterings of General Muffinstuf

*THIS MONTH'S PHILOSOPHICAL WORDS OF
WISDOM...*



A competent and self-confident person is incapable of jealousy in anything. Jealousy is invariably a symptom of neurotic insecurity.

- Robert A. Heinlein

And now... for this month's mutterings--

Did You Know.....

Louise McPhetridge Thaden:

Mount Lebanon aviation pioneer (1909-79) was the first woman to simultaneously hold the records for altitude (20,680 feet), speed (156 mph) and solo endurance (122 hours). Set a refueling endurance record (196 hours) and was the first woman to win the Bendix Transcontinental Air Race, in 1936. Beat Amelia Earhart to win the first Women's Air Derby (1929) from Santa Monica to Cleveland. Also organized and taught in the Women's Division of the Penn School of Aviation (1929), worked for Pittsburgh Aviation Industries Inc., served on the U.S. Defense Department's Advisory Committee on Women in the Service (1959-61) and flew with the Civil Air Patrol (1949-70), eventually achieving the rank of lieutenant colonel in search-and-rescue mission.

TEEN SOARS WITH CIVIL AIR PATROL

Reprinted from News of the Force

Jessica Andrie's passion for flying might never have gotten off the ground if not for a youth program that has nearly given her wings.

Andrie, a cadet sergeant major, is the cadet commander of the Civil Air Patrol's North Star Squadron, based in St. Cloud, Minn., where she has learned how to fly -- and much more, she said.

The Civil Air Patrol (CAP) is the United States Air Force Auxiliary. The program's focus is on aerospace education and on developing leadership and life skills in young men and women.

Andrie, the daughter of Jim and DuDonne Andrie of Paynesville, Minn., entered the program about two years ago because she wanted to fly. Since then, not only has learned to fly, she has demonstrated her leadership skills by becoming the squadron's cadet commander.

After spending nearly a year in ground training, learning about aircraft and everything that flying involves, Andrie began flying a powered aircraft in December 2001, but she didn't get really serious about flying until last summer. Her first solo flight was in July. Now she can only fly alone or with an instructor, but she will be able to carry passengers when she gets her pilots license.

To do that, she must spend 30 hours in the cockpit. Then she will also be able to file her own flight plans.

Earning a pilots license for a single engine plane, which she hopes to do by spring, is a starting point for earning a license to fly larger, more sophisticated aircraft. For now, she's happy to fly a single engine plane, and she goes flying every chance she gets in a CAP airplane that she rents for \$22 an hour.

Andrie said she never would have learned to fly if it weren't for the CAP. To do so in the private sector would have cost more than she could afford, she said. Flight lessons and plane rental would have cost well over \$1,000, but through CAP Andrie only spent about \$350 for plane time. She believes the fee covered little more than fuel for the plane, and her instructors are part of the program. Since she was taught by CAP instructors, she was able to form more personal relationships with her teachers which, she said, was important to her.

Andrie's focus has been on flying powered aircraft, but last summer she went to a CAP camp where she learned how to fly a glider. Just a few weeks after her first flight in June, Andrie made her first glider solo, which she really enjoyed. "Flying a glider is very peaceful," she said.

Andrie is also a member of a search and rescue ground crew through CAP and has participated in two missions. Most recently, the unit participated in a mission that involved a plane crash near Glenwood. Unfortunately, there were no survivors; both of the plane's occupants died.

Eventually, Andrie would like to be qualified to perform airborne searches.

"I'll never be able to give back what I've gotten from CAP," she told a group of eighth graders she addressed at PAMS in early December. She told the group that flying was incredible, but other aspects of the program are very rewarding, such as disaster relief work and search and rescue. She added that her unit also has a lot of fun.

In the past, the group has gone on camping trips and has held celebrations for various occasions. In the next few months, the unit will hold a lock in, go bowling, and participate in several outings, but the high point of being part of the CAP for Andrie is the flying.

Andrie, a post-secondary student at St. Cloud State University, hopes to use the skills she's acquired through CAP in the future. Next year, she hopes to attend either the US Naval Academy or the US Air Force Academy and is waiting for appointments to be announced. She hopes to fly in the military. The navy is her first choice.

The North Star Squadron has approximately 31 members. Of that, Andrie said, only four are females, but three of those young women hold positions of leadership in the unit, a point of pride for Andrie.

The squadron meets at 7 PM each Monday at the St. Cloud Armory. While pilots need to be 16 to fly a powered aircraft and 14 for a glider, new members, ages 12 to 18, are always welcome. New cadet members are only accepted until the age of 18, but can stay active in CAP until age 21, when they can become officers. "Members are only limited by their own ambition," said Andrie.

FROM NATIONAL HQ

CAP's Safety Process Action Group (SPAG) conducted a thorough review of CAPR 60-1 over the past several weeks. As a result of their review, the SPAG recommended that the National Commander approve an Emergency Change to Chapter 2 of CAPR 60-1. Maj Gen Bowling approved this change today. Change 2 is effective immediately and can be downloaded from the NHQ pubs site a

<http://www.capnhq.gov/documents/webregulations/pubsweb.htm#Regulations>.

The SPAG is still reviewing other CAPR 60-1 chapters and additional CAP operational guidance for potential changes that will have a positive impact on our safety program.

The SPAG consists of the following highly experienced volunteer leaders:

Col Walt Schamel, Chairman
Col Rick Greenhut
Col Phil Groshong
Col Gene Hartman
Col Ed Lewis
Col Bill Lord
Col Andy Skiba

The NHQ Ops staff hopes you and your families have a safe and enjoyable holiday season.

Sincerely,

John A. Salvador
Director of Operations, HQ CAP
Voice: (334) 953-4223
Fax: (334) 953-6342

News From Around The Wing

Doylestown Composite Squadron takes a ride on a KC - 10

2 LT Joann M. Cookman

Doylestown, PA – Fifteen members from Doylestown Composite Squadron flew on a KC-10 from Maguire AFB to the Daytona Beach, Florida from 08 November through 11 November.

Since there was a delay in leaving Maguire, the twelve cadets and three senior members went to the "Battle Lab" at Ft Dix, NJ. CMSGT Larry Snyder, Chief of Logistics, and SFC Sam Grimes, Associate Infantry Training Developer, gave the squadron members a tour of the brand new, multi-million dollar facility. There is a computerized target practice field that simulates many different combat situations, such as: desert, urban, jungle, etc. Each squadron member had a chance to shoot a mock M-16. A computer attached to the simulator tracks the number of shots fired and the number of hits achieved.



(insert picture #1)

*Left to right:
MSGT Larry Snyder,
Captain Dan Pompei,
Cadet Airman First
Class Luke Wright,
Cadet Airman Jacob
Cowan. Observing:*

*Cadet Senior Master Sergeant Natasha Suszko, Cadet
Flight Officer Vincenzo Tucciarone.*

Training is offered to all military personnel and those from foreign countries who have been approved through the State Department in Washington, D.C.

Another section of the battle lab had different rooms set up in total darkness. Night goggles are used to find your way through an urban setting, tropical setting desert setting, etc. , which provides similar settings as the target range.

After returning to Maguire, the cadets met Chief Master Sergeant Parish (retired). CMSGT Parish was the highest ranking enlisted person ever to serve in the Air. The cadets told CMSGT Parish their reasons for joining the Doylestown Civil Air Patrol Squadron: travel, aerospace education and more opportunity to learn how to fly.

On the second day of their visit, the squadron members toured a C-5, which was at Jacksonville, NAS. MSGT Jeff Meinke, Affiliation Manager, gave them a very detailed tour of this huge aircraft. The cadets were even allowed to ride in a truck to the base of the C-5.

*From left to right:
Cadet Senior Master
Sergeant Bill Walker,
Cadet Airman Kyle
Lange, Senior Member
Michael Hafner, and
Cadet Flight Officer
Vincenzo Tucciarone.*



The cadets also viewed the aircraft carrier, USS Kennedy and went to the static air show at Daytona Airport. The cadets returned Sunday evening with a better perspective of training opportunities in the military.

Participating in this event were:

Senior Members: Captain Dan Pompei, 2LT Joann Cookman, 2LT Michael Hafner

Cadets: Airman Kyle Lange, Senior Master Sergeant Bill Walker, Senior Master Sergeant Natasha Suszko, Airman First Class Luke Wright, Airman Michael Vanacore, Airman Evan Brandriff, Airman Rebecca Rymal, Airman Kristin Comly, Airman First Class Michael Abbott, Airman Jacob Cowan, Flight Officer Vincenzo Tucciarone.

Group One Mini-Conference a resounding success

Members of Group One spent months organizing their mini-conference (a.k.a. Group One Day) which was held the first weekend of December. Focusing on "cadets" the day's events included a writing and speech competition as well as various seminars. Saturday evening climaxed with a wonderful banquet and included a memorial table in honor of veteran's. The script for the memorial was written by Lt. Lynda Paulsen and narrated by Cpt. Kenny Brakewell.

Honored guests included; Colonel Fredric Weiss - Lt. Colonel Nick Taylor - Lt. Colonel Bob Meinert -, Lt. Colonel Mark Lee - Lt. Lynda Paulsen - Maj. Paul Falavalito - Lt. Elomar Harder-Siennick, and Cpt. Eugene Steffanus

Master of Ceremonies for the evening was Lt. Col. Ron Tuman.

Award recipients are as follows:

Captain's Larry Danka & Sandra Kehoe received Commander's Commendations for dedication to CAP and as outgoing squadron Commanders, **and Lt.Col Bill Geyer** for continuous support and dedication of GP1.

CADET SPEECH COMPETITION:
C/Ssgt. Michelle Regele

CADET ESSAY COMPETITION:
C/Amn Cassandra Pasquarrel

PAO OF THE YEAR
Captain Ronald Mangine

COMMUNICATOR OF THE YEAR
Major Harry Brodzinski

CADET OF THE YEAR
C/Captain Scott Croskey

SENIOR OF THE YEAR
Lt Scott Fillar

MORAL LEADERSHIP OFFICER OF THE YEAR
1Lt. Michael Tidd

AEROSPACE OFFICER OF THE YEAR (Senior Member)
2Lt Ed Paulsen

SAFETY OFFICER OF THE YEAR
1Lt Al Johnson

Hawk Mountain -- Meeting

NICHOLAS M. TAYLOR, Lt. Colonel, CAP
Vice Commander

Greetings All --

First, from Janet and me, I hope you all had a joyous Holiday Season and a very Happy New Year.

The purpose of this correspondence is to inform you that I would like to get together and have a meeting on Saturday, 25 January 2003 at the PA Wing Headquarters. The meeting will begin at 0930 hours and should conclude at approximately 1530 hours or sooner. Food for a "working lunch" will be provided at a very nominal cost.

The purpose of this meeting will be to establish training dates (most of which have already been selected), officially designate "project officers", establish committees, and get your input for the 2003 Calendar Year.

I wish to begin this scheduled meeting by putting together a short slide show presentation that documents what we did as a team in 2002. Further, I would like to provide you with my vision for 2003 and ask for your assistance, ideas, and comments on how we can continue to improve and remain as the most dynamic organization in the Pennsylvania Wing.

Another thing I want to do at this meeting is update all the e-mail addresses and contact numbers.

The favor of a reply (for the food count) is requested on or before 20 January 2003. A tentative agenda will be forwarded separately. I am looking forward to seeing you at this important meeting.

Warmest regards --

2003 PAWG UPCOMING CADET ACTIVITY DATES

ACADEMIC AND FLIGHT SCHOLARSHIP APPLICATIONS ARE DUE JANUARY 31. INFO CAN BE FOUND ON THE NATIONAL WEBSITE, OR THE OCTOBER ISSUE OF CAP NEWS.

PAWG DRILL TEAM SCHOOL AND COLOR GUARD SCHOOL SATURDAY FEB 1. AVIATION BRIGADE BUILDING, FIG

- * Sign in 0830-0900. Classes begin at 0900. School ends at 1700
- * Bring bag lunch or \$5 for pizza
- * Bring all squadron color guard equipment (flags, parade flag holders, rifles, etc)
- * Uniform is BDU
- * Color guard school and drill team school will be going on simultaneously.
- * Learn all you need to know for the cadet competitions.
- * Further details will follow on the wing e-mail list server

PAWG DRILL TEAM COMPETITION AND COLOR GUARD COMPETITION SATURDAY MARCH 29 AVIATION BRIGADE BUILDING, FIG

- * Competition will follow National Cadet Competition rules. (old CAPM 50-16, chapter 16 and 17). These can be downloaded from the cadet programs link on the CAP national website
- * All teams that wish to compete MUST pre-register by March 15.
- * Pre-register to Major Anne Gibbons ams1008@yahoo.com



~ Getting To Know You ~



**Chaplain (Major) Nicholas
Akinkuoye (Group One Chaplain)**

relocated to the City of Pittsburgh in July 2001 from Cleveland, Ohio. While in Cleveland, he was a Parish Pastor of The St. Luke's Parish at the Pentecostal Church of Christ (PCC) PCC is the Head Quarters of the United Pentecostal Churches of Christ International. The Chaplain at the time also serves as Squadron Chaplain for the Parma and the Sky Park Airport, both a suburb of Cleveland and Akron, Ohio. Chaplain Akinkuoye is very active in the Civil Air Patrol. He has attended numerous Chaplain Staff Colleges, and supported the Great Lakes Region Cadet Summer Encampment efforts he has had training in Pastoral Counseling, Captaincy, Critical Incidence Stress management, Suicide Prevention, Debriefing as well as in the performance of Military Funeral Services and Protocols.

Academically and Professionally, Dr. Akinkuoye was appointed The Dean of Occupational Technologies at the Community College of Allegheny County-South Campus. There he is responsible budgets and manages the Occupational Technologies programs. He supervises full time and part time teaching faculty, evaluates existing programs as well as overseas to the development of new programs that are responsive to the need of South West Pennsylvania and the Allegheny County in particular. He also administers the Perkins Vocational Education Grant.

Before his relocation to Pittsburgh, he was the Assistant Dean of Business and Technology and the Professor of Engineering Technology at Cuyahoga Community College, Cleveland, Ohio. Between 1985-1996, he was a University Professor at Northern Illinois University and Iowa State University.

Akinkuoye received his Bachelor's degree from Elizabeth City State University, North Carolina. A Masters from Texas Southern University, Houston, Texas, Certificate of Advanced Graduate Study and a Doctorate Degree from the Virginia Polytechnic Institute & State University, Blacksburg, Virginia. He is a certified Senior Industrial Technologist, a certified Manufacturing Engineer. He is a review Board member for the Journal of Industrial Technology, he is the Community Colleges and Technical Institute Director for Region One (East & Midwest-12 states) of the National Association of Industrial Technology. Also he is the Executive Board member and the Chair of the certification Board of the Society of Manufacturing Engineers, Pittsburgh Chapter 8. He is married to Annie and has six children. Their oldest son, Nick Jr. is a Corporal in the U. S. Marine Corps.

CHANGES TO THE 60-1

National Headquarters has issued an emergency change 2 A to CAPR 60-1. The major change is to paragraph 2-12, Assessments for Damage to CAP Aircraft. All members need to read and fully understand their responsibility regarding incidents in CAP aircraft.

They have defined negligence into three areas:

1) Negligence - The failure to use such care as a reasonably prudent and careful person would use under similar circumstances. Assessment up to \$500.00.

2) Gross Negligence - an act or omission of an aggravated character as distinguished from a mere failure to exercise ordinary care. Assessment up to \$5000.00.

3) Willful and intentional misconduct - Reckless disregard of the probable consequences. Assessment EQUAL to the amount of Damage.

Any comments regarding this change should be addressed through the chain of command to the Wing Commander.

WYOMING VALLEY COMPOSITE SQUADRON HOSTS FIRST ANNUAL 'DINING OUT'

WEST PITTSBURGH, PA- Squadron 209 hosted its first Dining Out dinner and awards ceremony at the Pennsylvania Army National Guard Armory in West Pittston on Thursday, December 12, 2002.

In attendance were members of Squadron 209, as well as family and friends. Special guests in attendance were CPT Gregory Ritter, commander of Co. A, 2nd of the 103rd Armor, Pennsylvania National Guard, and Ms. Catherine York, wife of Commander Shawn Stanford.

The sixty-first anniversary of Civil Air Patrol's founding on December 1, 1941 was recognized with a birthday cake. The oldest member, Lt. Col. Arthur Sperling, and youngest member, Cadet Sean Gresh, were presented with the first piece of cake.

A Commander's Commendation ribbon was awarded to Maj. Patti Sperling for her years of service with Civil Air Patrol, including time served as Squadron Commander. Maj. Sperling was also awarded a Disaster Relief

Ribbon with 'V' device for her service with FEMA following the September 11 attacks.

Cadet Capt. Kimberly Sorber was awarded the Amelia Earhart Award at this year's Dining Out. C/Capt. Sorber is the Wyoming Valley Composite Squadron's Cadet Commander.

Capt. Ritter of the Army National Guard awarded Company Commander's Awards to members of Squadron 209 for their service to CAP and their community. Capt. Shawn Stanford, Maj. Patti Sperling, C/Sr. Amn. Kevin Cottle, and C/Capt. Kimberly Sorber received this award for their service.

The Dining Out gave members of Squadron 209 and their friends and family a chance to recognize achievements, meet each other, and have fun during the holiday season.

REMINDER

**SUBMISSIONS
(INCLUDING EDITORIAL AND
MUFFINSTUFF COMMENTS)**

**FOR THE WING SLIP MUST BE RECEIVED NOT
LATER THAN**

THE 25TH OF EACH MONTH

**SUBMISSIONS CAN BE EITHER EMAILED OR
MAILED THROUGH USPS.**

SNAIL MAIL SUBMISSIONS SHOULD BE SENT TO:

**KEYSTONE WING SLIP
P.O. BOX 10023 PITTSBURGH, PA 15236-0023**





2003 PAWG Wing Conference **IS COMING SOON !**



Don't Miss Out on the featured event --
"The Commander's ROAST"

LOCATION: Holiday Inn Greentree (Pittsburgh) -- DATES: 13-15 June 2003.
Scheduled activities: TBA.

Holiday Inn Greentree - 412-922-8100 \$65 / night + tax
(make sure to mention - "Civil Air Patrol -Wing Conference" - to receive group rates)

Banquet Information - (served with vegetable, potato, rolls, butter, beverage & desert) - Split entrée -
(Choice of...) -Chicken Cordon Bleu with Stuffed Shells ~or~ Queen Cut Prime Rib with Baked Potato

Registration Costs:

- Banquet: \$25 early registration (prior to 31 May 2003).
- Banquet: \$30 late registration fee (on or after 1 Jun 03/at the door)
- Conference registration only: \$10 seniors for early registration
- Conference registration only: \$ 5 cadets for early registration

Add \$5 to the above conference registration fee (\$15 seniors & \$10 for cadets) for 'late' -or- at the door.

Checks should be made payable to: **2003 PAWG Conference**

Questions regarding the conference may be directed to:

--Lt. Lynda Paulsen at: (email) PAWGPAO@att.net (phone) 412-650-8163 (pager) 1-800-990-8652 (Cell) 412-370-0923

---Or ---

Lt. Col. Stan Altzman at: (email) swaltz@juno.com (phone) 610-566-3877

NOTE The Holiday Inn will provide limited transportation to and from Pittsburgh International Airport - as well as - limited scheduled transportation to and from Allegheny County Airport (AGC).